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DIRECTORATE OF  
INTELLIGENCE

# Intelligence Memorandum

COMMUNIST HARASSMENT OF US SHIPS AND AIRCRAFT

Approved for Release  
Date NOV 1999

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27 January 1968

## WARNING

This document contains classified information affecting the national security of the United States within the meaning of the espionage laws, US Code Title 18, Sections 793, 794, and 798.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
27 January 1968

INTELLIGENCE MEMORANDUM

Communist Harassment of US Ships and Aircraft

Summary

The major source of harassing activity during 1967 has come from Soviet naval units which have interfered with US naval operations principally in the Pacific area. Harassment involving air units has been virtually nonexistent.

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#### Soviet Naval Harassment

1. US naval units are frequently harassed during exercises [REDACTED]

[REDACTED] The harassment tends to become more severe when US ships are operating in areas the Soviets feel are "their" waters, such as the Sea of Japan, the Black Sea, and more and more of late, the Mediterranean.

2. There have been numerous near collisions involving ships of the US Navy and the Soviet fleet. The normal tactic employed by Soviet intelligence collection ships operating off Polaris bases is to close with departing or arriving US submarines for purposes of observation. Another tactic is for Soviet ships to maneuver to a position where they have the right of way under the Rules of the Road and then steam into the midst of a task force conducting air or antisubmarine operations.

3. The most serious incidents have occurred when US naval ships were operating off the coast of the USSR. In May 1967, a Soviet destroyer and a US destroyer collided during a US-Japanese ASW exercise in the Sea of Japan. In June 1966, a Soviet intelligence ship collided with the US [REDACTED] Banner in the Sea of Japan. There was some "heavy" surveillance when US units entered the Black Sea in February and November 1967.

4. Much of the Soviet activity probably is the result of aggressive intelligence collection rather than a deliberate attempt to cause collisions. In addition to harassment as such, the Soviets regularly conduct sea and air reconnaissance of US naval operations, particularly carrier transits.

#### Chinese Communist Naval Harassment

5. The Chinese Communists were not involved in any harassment of US naval ships during 1967.

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Their usual tactic has been to protest in the form of a "serious warning" any transgression of the waters they claim as being their "territorial waters." They claim all waters inside a line connecting a number of offshore islands along the coast.

Soviet Harassment of US Aircraft

6. There was only one possible harassment incident involving a Soviet and a Western aircraft. In this incident, which occurred on 3 August 1967, a British military transport was forced to land in East Germany by a Soviet fighter even though the transport was flying well within the central Berlin corridor. There were indications, however, that this may have been a case of mistaken identity and that no harassment was intended. The Soviet interceptors were involved in an exercise and may have mistaken the British aircraft for their target.

7. Apart from this one incident, Soviet air activities with respect to US and other Western aircraft have been limited to normal interception reactions to aircraft flying near Soviet territory.

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8. In the past, most incidents of a harassing nature have occurred in the Berlin corridor. During 1967 Soviet air safety controllers were actually more cooperative than usual. In one instance the Soviet controller in Berlin requested Allied aircraft to return to the corridor as soon as possible if they had deviated from the corridor in order to avoid thunderstorms.

Chinese Communist Harassment of US Aircraft

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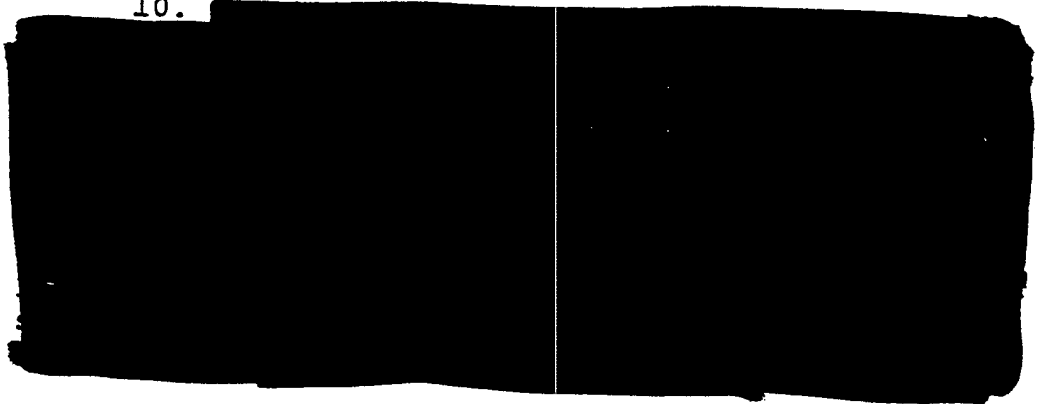
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North Korean Harassment of US Aircraft

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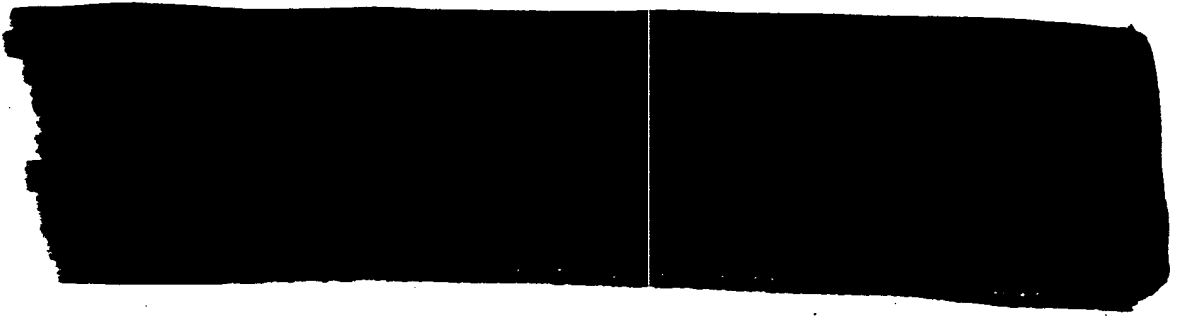
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